

Established February, 1845.

PRICE, \$2 PER MONTH

Shipping.

100

Notices to Consignees.

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE S.S. *Arcton* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the HONGKONG and KOWLOON WHARF and Godowns, at West Point, whence delivery may be obtained. Cargo remaining undelivered after the 21st instant will be subject to rent. No Fire Insurance has been effected.

Consignees are hereby informed, that all Claims must be made immediately, as none will be entertained after the 20th instant.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & Co.,

Agents.

Hongkong, October 16, 1888. 1730

CANADIAN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP *ALBANY*, FROM

SAN FRANCISCO, VANCOUVER,

YOKOHAMA AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send their Bills of Lading for countersignature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ADAMSON, BELL & Co.,

Agents.

Hongkong, October 16, 1888. 1734

NOTICE TO CONSIGNEES.

STEAMSHIP *STRATHLEVEN*, FROM NEW YORK.

CONSIGNEES of Cargo are hereby requested to send their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th instant, or they will not be recognized.

ADAMSON, BELL & Co.,

Agents.

Hongkong, October 16, 1888. 1707

STEAMSHIP *SAGHAIEN*.

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, or S.S. *Manche* and *Tamise*, from Antwerp, or Steamships *Provence*, and from Havre, or Steamships *Tamise* and *Manche*, in connection with the above Steamer, are hereby informed that their Goods are being landed at their risk into the Godowns of the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before 11 a.m. To-day (Wednesday), the 10th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining undelivered after Wednesday, the 17th instant, at Noon, will be subject to rent, and landing charges at one cent per package per diem.

All Claims must be sent in to me on or before FRIDAY, the 19th instant, or they will not be recognized.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, October 16, 1888. 1703

GLEN LINE OF STEAM PACKETS.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Glenfinlas*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG and KOWLOON WHARF and Godowns, at West Point, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

Cargo remaining undelivered after the 18th instant will be subject to rent. No Fire Insurance has been effected.

Consignees are also requested to present all Claims for damages and/or shortages not later than the 24th instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,

Agents.

Hongkong, October 12, 1888. 1724

INSURANCES.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co.,

Agents.

Hongkong, July 16, 1887. 1340

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A.D. 1720.

THE Undersigned, having been appointed Agents for the above Corporation are prepared to grant Insurance as follows:—

Marine Department.

Police at current rates, payable either here, in London, or at the principal Ports in India, China and Australia.

Fire Department.

Police issued for long or short periods at current rates.

Life Department.

Police issued for sums not exceeding £5,000 at reduced rates.

HOLIDAY, WISE & Co

Hongkong, July 26, 1874.

To-day's Advertisements.

NOTICE.
ALL the CARGO shipped at Amoy in the Spanish steamer *Vizcaya* has been TRANSHIPPED on board the British steamer *Dafila* for MANILA and AMOY.

BAN HO & Co.,

Agents.

Hongkong, October 16, 1888. 1740

NOTICE.

DURING my temporary absence in Japan, I have authorized Mr. H. HYNDMAN to sign for ROZARIO & Co. AUGUSTO J. de ROZARIO.

Hongkong, October 16, 1888. 1741

TO LET.

(Immediate Possession.)

BUNGALOW No. 35, Pokfulam Road and Third Street.

OFFICES and SHOPS in 'BEACONSFIELD ARCADE,' QUEEN'S ROAD.

From 22nd instant.

'ROCKYDA' Gap, The Peak. Rent moderate.

Apply to

BELLILIOS & Co.

Hongkong, October 16, 1888. 1742

GOVERNMENT NOTIFICATION.

No. 455.

THE following Particulars of SALE of CROWN LAND by PUBLIC AUCTION, to be held on MONDAY, the 22nd day of October, 1888, at 4 p.m., are published for general information.

By Command,

FREDERICK STEWART,

Colonial Secretary.

Colonial Secretary's Office.

Hongkong, 13th October, 1888. 1738

Particulars of the Letting by Public Auction

Sale, to be held on MONDAY, the 22nd day of October, 1888, at 4 p.m., by Order of His Excellency the Governor, of Four Lots of Crown Land, in the Colony of Hongkong, for a term of 70 years.

Particulars of the Lots.

No. of Lot.

Locality.

Boundary Measure.

Area in Acres.

Annual Rent.

Remarks.

1. No. 20. Rural Building Lot.

2. No. 21. Do.

3. No. 22. Do.

4. No. 23. Do.

5. No. 24. Do.

6. No. 25. Do.

7. No. 26. Do.

8. No. 27. Do.

9. No. 28. Do.

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140. No. 159. Do.

141. No. 160. Do.

142. No. 161. Do.

143. No. 162. Do.

144. No. 163. Do.

All the men-of-war in the harbour were "dressed" to-day, and a salute was fired, on the occasion of the birthday of the Queen of Portugal.

Of course, the story that appeared in the American papers some time since about the American Consul's office being besieged by an angry mob was a pure invention. We did not hear at the time even of anything that could be supposed to have given rise to it. Now, however, we hear that the Vice-roy and two ago warned the American Consul that there was some danger of his being attacked. This warning is the only indication that can be discovered of any trouble brewing. All outwardly is calm. The American Consul, however, deemed it prudent to have a gunboat at hand, and one went up about a fortnight ago to Canton, and is under his orders.

We have much pleasure in calling attention to the approaching Annual Sale in aid of the Female Education Society, i.e. the well-known and admirably managed Baxter Girls' Schools here. The Sale will be held in the City Hall on Wednesday fortnight, the 31st inst., and will be under the patronage of Lady De Vaux. With the kindness that is proverbial, the Band of the Northamptonshire Regiment will be present; and as the object is one which cannot but commend itself to a large number of residents, we trust that the ladies who carry on this good work will again receive the hearty support which they have received and deserved for so many years. These Schools are monuments of the late Miss Baxter's self-sacrificing spirit and goodness of heart, and they are being well conducted and ably maintained by her successors.

The Comercio of Manila hears that a branch of the Bank of Spain will be established in Manila in the beginning of January next.

A RESOLUTION has been carried by the Shanghai Electric Company authorising the directors to sell the plant and property of the Company.

Li Hung-chang's Daughter was betrothed to Chang Pei on the 27th ultimo. They are to be married, we hear, on the 18th of December next. Chang is now attached to the Viceroy's Yamen.—*Shanghai Mercury.*

JAPANESE PORCELAIN WARES IN CHINA.—It sounds curious that China should become a large purchaser of Japanese Ceramic wares—China, the very birth-place and cradle of such manufactures. Yet she bought last year from Japan no less than \$385,000 worth of porcelain and pottery, more than a fourth part of Japan's total export. Japan, on the other hand, does not buy from China.—*Shanghai Mercury.*

News has been received in Shanghai of an attack on a Missionary while on a journey from Wanchow to Chuchow. The Missionary was set upon by seven or eight men who were armed with knives, and their object appears to have been to rob him. He succeeded in his efforts and stole several dollars. So far as our information goes, the Missionary received no bodily injuries.—*N.-C. D. News.*

The Japan Gazette says:—The Fleet, at present in the harbour, will probably be dispersed towards the end of the month. The *Leander* is ordered to Hongkong, and the *Shanghai* to Singapore, the *Hermes* proceeding to Shanghai. Admiral Sir Nowell Salmon, K.C.B., proposes visiting Corea in the *Albatross*, the *Constance* remaining here with the flag of the senior officer, and the *Impregnable* and *Porpoise* are both likely to go down to Hongkong.

The Japan Gazette of the 1st instant has the following translation from a native paper:—"The Government have received a telegram from Hongkong dated the 29th ultimo, 3 a.m., to the following effect:—"The British steamer *Hales* sunk at the entrance of the Canton river. Of the whole crew of 41, only one Chinaman was drowned, the others having been rescued by a German steamer. The cargo was totally lost." *Hales* was a proper name for this ghost steamer.

We are informed, says the N.-C. Daily News, that the welcome but unusual presence of a U.S. man-of-war, the *Onida*, in Shanghai is due to fears entertained at home that the recent passage by Congress of the Chinese exclusion supplementary act may lead to demonstrations on the part of the natives against American citizens in China. We are happy to say that so far there are no signs, in Shanghai at least, of the natives generally being stirred up to the commission of any outrages, by the news that Chinese labourers who have left San Francisco for a trip home will not be allowed to return, even with certificates.

The Singapore Free Press says:—The strike among Coal Miners of New South Wales which has now lasted about two months with most disastrous results to the trade of Sydney and Newcastle and to all industries of the Colony, seems to be approaching a termination. We learn from a private telegram received here yesterday (16th inst.) that the Proprietors of the Hunter River (on the north side of the Hunter River opposite Newcastle) have succeeded from the Miners' Association and work has been resumed in this mine under special agreement with the miners. The strike has had a most disastrous effect on the Coal Market, the demand having fallen off to a tremendous extent. It is now however believed that the strike will soon end.

The statement has been made more than once that the Japanese Government has seriously considered the advisability of proclaiming Christianity as the religion of the Empire. From a translation from the *Manchukuo Shinbun* in the Japan Gazette, we learn that a Mr. Takahashi Goro and others presented a memorial to the Government asking to have Christianity officially recognised as a religion of the country, and that Count Ito, when Prime Minister, assured the Rev. Mr. Verbruggen that the Government had decided on this step, and that there would be a provision for religious liberty in the forthcoming constitution; but as that constitution was to be shortly promulgated, it was not advisable to anticipate it. It appears from this that sanguine people have altered the statement that Christianity is to be a religion of Japan into the religion which is not a distinction without a difference.—*N.-C. Daily News.*

The latest piece of intelligence as to Japanese activities in China is that Mr. Endo, a native of Nagasaki, has devised an instrument for walking on the water. It is said that the invention is the outcome of twenty years' study and experiment, and that the inventor has applied for a patent, accompanying his application with specimens of the apparatus. The vernacular press describes it as something in the nature of foot-gear, made of iron, paper, gum elastic, and wood, elliptical in shape and having gutta-percha tubes attached. There is also a life-belt. The apparatus being filled with air, the wearer is raised out of the water, but by what means he is enabled to preserve an upright position, we are not told. Should the waves be rough, the foot-gear is emptied of air, and the body is enabled to sink up to the waist. How locomotion is to be achieved under these circumstances, the dependent aspect not being of the nature of the invention, is a matter of three miles per hour is supposed to be attainable. The apparatus weighs only 25 lbs., and it is claimed that the wearer will be able to carry a load of 25 lbs.—*Japan Mail.*

THE S. S. GHAZZIE IN THE TYPHOON.

The S. S. *GhaZZie*, which arrived here today from Tournon, had a fearful experience of the typhoon in which she was caught on Friday, 28th ult., when about 400 miles from Hongkong. The vessel left Singapore for this port on Sunday, 23rd ult., and had the weather up to the 28th calm, but, however, the wind which was blowing from the N.W. began to freshen and the barometer fell gradually. At 4 p.m. the wind had increased to a gale and continued gathering strength, so that it was thought advisable to lash and secure everything aboard the deck. At 8 p.m. the barometer registered 29.75 and the wind was blowing a furious gale in hard squalls and the engines had to be slowed. At eleven p.m. both fore and aft sails were torn to pieces, and by midnight the wind had increased to hurricane force. On the 29th the fury of the storm was at its height, and there was a terrific mountainous sea which broke on board in vast quantities sweeping away everything off the decks, sheep pens, bridge ladders, gangway ladders &c. At four a.m. the typhoon was raging with indescribable force and fury. The barometer then registered 28.35. At this time the vessel was heeled on her beam end and the heavy sea which broke over her decks carried away both life-boats and a gig, staved in the engine-room skylight, tore off the funnel covers and allowing an enormous quantity of water to get below to the engine-room, washed the coal out of the bunkers and choked the pipes. All hands were immediately called to the pumps. At eight o'clock the barometer was still falling and the typhoon blowing with unabated fury, the barometrical reading being 28.40. About this time an A.B. named Wicks who was attempting to secure a boat's davit was washed overboard by a heavy sea. The engines were immediately stopped and a line was thrown him, the sea running too high to permit of any boat being lowered. The unfortunate man was never seen again, however. At eleven o'clock there was no diminution in the force of the typhoon. The starboard side of the ship was now constantly being struck by the sea, the lid of one of the bunkers was torn off causing an extraordinary quantity of water to get below which put out the fire of the starboard boiler. The bunker lid was fortunately secured again, though at great risk. The sea was now so high that the ship was constantly being lifted a little, but there was a very heavy confused sea, which broke broke over the decks in great quantities. At two p.m. the typhoon was still again with greater force and fury than before and the barometer went down to 28.25. Owing to the tremendous rolling of the ship the fire of the starboard boiler went out with the water already down in the engine room. The engines were now stopped altogether and the ship was lying helpless in the trough of the sea. There was no steam to the steering gear, and the lee side of the ship was constantly under water. There were ten feet of water in the stokehold and the pumps were all choked. At 4 p.m. the barometer had commenced to rise and at 5.30 the wind had considerably moderated and all hands from Captain to cabin boy turned to baste the water out of the engine room with buckets. Three gangs were formed for this work, at which they kept grimly and doggedly for thirty-six hours without stopping. Early on Sunday, the 30th, an attempt was made to light the port fires by rigging a stage up above and lighting the fires in the upper funnels, but the first heavy roll of the ship put them out again. The basting of water from the engine room was still carried on, there being a depth of eight feet there. On the 1st of October about two a.m., the water lay that being considerably reduced, an attempt was made again to light the port fires, the lighting of the starboard fires being out of the question. As, however, the stokehold plates having been lifted off were washed about and came in contact with the manholes of the boilers, causing them to leak, there was no alternative but to put the fires out again and let the water run out, thus augmenting what was in the engine room already and throwing more work on the already stricken exhausted officers and crew. The work of basting was continued throughout the day and night however, and one of the hand pumps was able to keep going besides, the vessel all the time rolling heavily and lying helpless in the trough of the sea. The first observation that had been made since Saturday was got on this day, and the ship was found to be in lat. 17.33 N., long. 145 E. The weather continuing to moderate and the officers and crew working like slaves to get the ship into manageable condition, the good manœuvre of the vessel was made at length got into Tournon. Attempts were made to obtain coal by diving for it, and ultimately the burning of all spare wood and even part of the cargo had to be resorted to in order to get steam. The efforts of the engineers were heroic, and they gave satisfaction more and more as the strain which they had to endure during their six days and nights of continuous work.

THE CULTIVATION OF OPIUM IN CHINA.

We have received to-day, from the Statistical Department of the Imperial Maritime Customs, a publication entitled *Native Opium, 1887*. It contains reports from the Commissioners of Customs at the various treaty ports, to whom Sir Robert Hart wrote putting the following questions:—

1. Is Native Opium known at your port?

2. From what places does it arrive, and by what Chinese channels does your locality describe each variety?

3. What does each variety sell for per picul at your port?

4. What taxes have to be paid before the consumer is reached?

5. What is the production of each place from which Native Opium arrives, supposed to amount to—how many piculs a year?

6. What is known at your port about the production, consumption, and price, etc., of the varieties produced in Manchuria, Szechwan, and Yunnan; and is there any other variety spoken of or commencing to be noticed?

The work also contains an appendix entitled *Native Opium 1886*, giving reports to the Commissioners, in 1884, as to the sale of native opium in comparison with foreign opium. The work contains tracing of the opium from its source from Szechwan, to Hankow, and two large tables containing the production, consumption, name, value (raw and boiled) and taxation of native opium and the different places from whence it comes; the other giving the production, consumption and price of native opium in the different ports. We reproduce the following interesting digest of summary of port replies:—

1.—CONSUMPTION AT THE TREATY PORTS.

Native opium is used at all the Treaty ports. At Ichang and Wanchow it is used almost exclusively; at Newchwang, Tientsin, and Chefoo it is used chiefly (reported proportion of smokers of Native and Foreign Opium) 19 to 1 and 40 to 1; at Hankow it is used largely; at Shanghai and Ningpo, to a considerable extent; at the other ports, to a less, and at some of these to a small, extent only.

At Tientsin, Ichang, and Takow it is used only pure; at Newchwang and Wanchow, it is used in admixture with Foreign Opium, and at Ichang and Wanchow it is used in admixture with Foreign Opium, and at Ichang and Wanchow it is used in admixture with Foreign Opium.

Native Opium is mixed with all the varieties of the Foreign Opium at all the ports with one, at others with several, varieties.

2.—PRODUCTION.

The growth of Native Opium has assumed large proportions during recent years. Every province produces it; the only large areas where it is not grown being the islands of Formosa and Hainan. Every Report emphasises the fact that the Opium produced is chiefly consumed locally, and that only a comparatively small portion goes out of the district or province where it is grown. Of the exporting provinces the following are the more important:—

1.—Szechwan.—This Opium reaches the provinces of Chihli and Shantung overland; it is sent by water and by land to all the provinces of the Yangtze valley (Hankow, Hupoh, Kiangsi, Anhwei, and Kiangsu). In Fuhkien it is not known, while Swatow and Canton report the receipt annually of several thousand piculs coming overland through Hunan and Kiangsi. Mr. Bredon (Hankow) estimates the export at, at least, 10,000 piculs. The great growth of Szechwan in the light of the other Reports, is probably below the mark.

The total production seems enormous. In 1872 Baron von Riehlhoff estimated it from personal observation at a minimum of 60,000 piculs, and more probably at 100,000 piculs. In 1878 Mr. Baker wrote: "We were astounded at the extent of the poppy cultivation," and Mr. Bredon (Hankow) states in his Report: "Seven-tenths of the adult male population of Szechwan smoke. The production has been estimated as high as 100,000 piculs."

2.—Yunnan, comes next in order of importance. Yunnan Opium was formerly known at nearly all the Treaty ports; now it is used in Chihli and in the Yangtze provinces, but Shanghai reports that it is not known there. Yunnan Opium is reported to be sent to Canton, South, Formosa reports the receipt of small quantities occasionally; while Canton, Shanghai, and Kiangchow are more regular consumers, though its import seems to have declined there likewise.

3.—Chihli defines an export is probably owing (1) to the fact that opium which has been used for the armies on the borders of Fungking; (2) to the disturbed state of the country, especially Kwangsi, impeding traffic; and (3) to a decreased production, caused by the withdrawal from the labour market of a province so thinly populated as Yunnan. It is reported to be, of the many thousands of manœuvres for the war on the frontier, both for active warfare and the transport of supplies.

Mr. Baker, in 1872, wrote: "With the consciousness that I was under-estimating, I estimate that the poppy fields constitute a third of the total cultivation of Yunnan." Taking into account the fact that it supplies Annam, Burma, and possibly to some extent Thibet, besides the neighbouring provinces of Kwangsi and Kweichow the estimate that the total production of Yunnan cannot be far behind that of Szechwan is probably correct.

3.—Chihli Opium is used at Shanghai, Chihli, and Hankow in Formosa, and the northern districts of Fuhkien. It seems to be grown all over the province where the ground is suitable, even in the vegetable gardens and rice fields around large cities (Ningpo, etc.).

4.—Hainan Opium is becoming very popular. It is considered as good as Patna, and its production is increasing rapidly (Shantung Report). It is used in Chihli and Shantung and the Yangtze provinces.

5.—Manchuria (Chihli, Shantung and Szechwan). These four provinces, three of which border the sea, should be considered together. While elsewhere it is a task of some difficulty to trace and compare the movements and consumption of Native and Foreign Opium, here the geographical and other conditions favour the formation of a fair estimate.

The Reports all testify to the extensive production and use of Native Opium. The Newchwang Report says: "Manchurian opium is extensively cultivated throughout the province; it is considered as superior to that of no demand for Native Opium. The production of this province is estimated at 8,000 piculs, of which 2,000 at least are consumed locally, and the remainder smuggled into Shansi, 90 per cent. of the home smokers use Native Opium. Native Opium meets with more appreciation, because it can be smoked seven or eight times, while Foreign Opium can be smoked three times at most (Hoochow reports so likewise). It is for this reason that smokers object to native drug being mixed with Foreign; it spoils the ashes. Native ash after the first smoking costs 3 mace per picul, which is the price of unadulterated Raw Native Opium. Pure Foreign Opium is chiefly smoked by the southern provinces of the province."

The Tientsin Report says: "Native Opium is consumed at Tientsin and all through the province. It is consumed

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The work also contains an appendix entitled *Native Opium 1886*, giving reports to the Commissioners, in 1884, as to the sale of native opium in comparison with foreign opium. The work contains tracing of the opium from its source from Szechwan, to Hankow, and two large tables containing the production, consumption, name, value (raw and boiled) and taxation of native opium and the different places from whence it comes; the other giving the production, consumption and price of native opium in the different ports. We reproduce the following interesting digest of summary of port replies:—

1.—CONSUMPTION AT THE TREATY PORTS.

Native opium is used at all the Treaty ports. At Ichang and Wanchow it is used almost exclusively; at Newchwang, Tientsin, and Chefoo it is used chiefly (reported proportion of smokers of Native and Foreign Opium) 19 to 1 and 40 to 1; at Hankow it is used largely; at Shanghai and Ningpo, to a considerable extent; at the other ports, to a less, and at some of these to a small, extent only.

At Tientsin, Ichang, and Takow it is used only pure; at Newchwang and Wanchow, it is used in admixture with Foreign Opium, and at Ichang and Wanchow it is used in admixture with Foreign Opium.

Native Opium is mixed with all the varieties of the Foreign Opium at all the ports with one, at others with several, varieties.

2.—PRODUCTION.

The growth of Native Opium has assumed large proportions during recent years. Every province produces it; the only large areas where it is not grown being the islands of Formosa and Hainan. Every Report emphasises the fact that the Opium produced is chiefly consumed locally, and that only a comparatively small portion goes out of the district or province where it is grown. Of the exporting provinces the following are the more important:—

1.—Szechwan.—This Opium reaches the provinces of Chihli and Shantung overland; it is sent by water and by land to all the provinces of the Yangtze valley (Hankow, Hupoh, Kiangsi, Anhwei, and Kiangsu). In Fuhkien it is not known, while Swatow and Canton report the receipt annually of several thousand piculs coming overland through Hunan and Kiangsi. Mr. Bredon (Hankow) estimates the export at, at least, 10,000 piculs. The great growth of Szechwan in the light of the other Reports, is probably below the mark.

The total production seems enormous. In 1872 Baron von Riehlhoff estimated it from personal observation at a minimum of 60,000 piculs, and more probably at 100,000 piculs. In 1878 Mr. Baker wrote: "We were astounded at the extent of the poppy cultivation," and Mr. Bredon (Hankow) states in his Report: "Seven-tenths of the adult male population of Szechwan smoke. The production has been estimated as high as 100,000 piculs."

2.—Yunnan, comes next in order of importance. Yunnan Opium was formerly known at nearly all the Treaty ports; now it is used in Chihli and in the Yangtze provinces, but Shanghai reports that it is not known there. Yunnan Opium is reported to be sent to Canton, South, Formosa reports the receipt of small quantities occasionally; while Canton, Shanghai, and Kiangchow are more regular consumers, though its import seems to have declined there likewise.

3.—Chihli defines an export is probably owing (1) to the fact that opium which has been used for the armies on the borders of Fungking; (2) to the disturbed state of the country, especially Kwangsi, impeding traffic; and (3) to a decreased production, caused by the withdrawal from the labour market of a province so thinly populated as Yunnan. It is reported to be, of the many thousands of manœuvres for the war on the frontier, both for active warfare and the transport of supplies.

Mr. Baker, in 1872, wrote: "With the consciousness that I was under-estimating, I estimate that the poppy fields constitute a third of the total cultivation of Yunnan." Taking into account the fact that it supplies Annam, Burma, and possibly to some extent Thibet, besides the neighbouring provinces of Kwangsi and Kweichow the estimate that the total production of Yunnan cannot be far behind that of Szechwan is probably correct.

3.—Chihli Opium is used at Shanghai, Chihli, and Hankow in Formosa, and the northern districts of Fuhkien. It seems to be grown all over the province where the ground is suitable, even in the vegetable gardens and rice fields around large cities (Ningpo, etc.).

4.—Hainan Opium is becoming very popular. It is considered as good as Patna, and its production is increasing rapidly (Shantung Report). It is used in Chihli and Shantung and the Yangtze provinces.

5.—Manchuria (Chihli, Shantung and Szechwan). These four provinces, three of which border the sea, should be considered together. While elsewhere it is a task of some difficulty to trace and compare the movements and consumption of Native and Foreign Opium, here the geographical and other conditions favour the formation of a fair estimate.

The Reports all testify to the extensive production and use of Native Opium. The Newchwang Report says: "Manchurian opium is extensively cultivated throughout the province; it is considered as superior to that of no demand for Native Opium. The production of this province is estimated at 8,000 piculs, of which 2,000 at least are consumed locally, and the remainder smuggled into Shansi, 90 per cent. of the home smokers use Native Opium. Native Opium meets with more appreciation, because it can be smoked seven or eight times, while Foreign Opium can be smoked three times at most (Hoochow reports so likewise). It is for this reason that smokers object to native drug being mixed with Foreign; it spoils the ashes. Native ash after the first smoking costs 3 mace per picul, which is the price of unadulterated Raw Native Opium. Pure Foreign Opium is chiefly smoked by the southern provinces of the province."

The Tientsin Report says: "Native Opium is consumed at Tientsin and all through the province. It is consumed

pure, i.e., not mixed with Foreign drug. For every chest of Foreign Opium imported at least nine chests of Native Opium are consumed. The Opium grown is chiefly consumed in the immediate vicinity of the place where produced. Of the large quantity grown only a small quantity finds its way here. There are seven consumers of Native drug for every three consumers of Foreign drug at Tientsin. Foreign Opium is only consumed by the wealthy; about 70 per cent. of the Foreign Opium imported at Tientsin is sent to Peking. There are 170 shops dealing in Native Opium in Peking. All informants assert that the production of Opium in the northern provinces is very large. That consumed at Tientsin is chiefly grown in the province, but Yunnan, Szechwan, Honan, Shansi, Shantung and Kwantung contribute like wise.

The Chefoo Report says: "Opium is extensively cultivated in this province (Shantung). Ten prefectures and two districts grow Opium; two prefectures are mentioned as producing Opium, valued at 1,000,000 (≈350) to 5,000 piculs. It also comes from Manchuria, Honan, Kiangpoo, Tientsin, etc. It is said to have been held on the population, chiefly the middle and lower classes. It is estimated that from 6,500 to 7,000, perhaps 8,000 piculs Native Opium are consumed in the Chefoo-supplied districts, and that for every picul of Foreign Opium there are consumed 10 piculs of Native Opium."

The statistics of the importation of Foreign Opium at the three northern ports, which supply these provinces, bear out these remarks:—

CHEFOO. TIENTSIN. NEWCHANG.

1875..... 2,369 4,083 836
1885..... 421 1,997 215
1886..... 701 2,071 287

6.—Of the inter-provincial exchange of the drug away from the Treaty ports, the information transmitted is comparatively meagre. Opium is sent to Shansi, Shansi, Kansuh, Kiangchow, Hupoh, Hunan, Anhwei, and Kiangsi has reached the Treaty ports at various times, but not in any quantity. Some of the provinces seem to grow for local consumption solely in a very few districts only.

At present the facilities for the export of Native Opium are not considerable; this article is but rarely conveyed in vessels controlled by our officers, and therefore our information at best is but second-hand and largely based upon conjecture.

3.—PRICE, QUALITY, TAXATION, AND DEMAND.

(a) The price of Native Opium differs very considerably, which, in all probability, is owing as much to difference and fluctuation in taxation in the several provinces as to difference in quality.

At Chefoo the cheapest, Tls. 250 for 100 catties Raw Native Opium, and the highest figure for locally-grown Opium is 100 catties Raw Native Opium Tls. 422; 100 catties Raw Native Opium Tls. 422; 100 catties Raw Native Opium Tls. 422; 100 catties Raw Native Opium Tls. 422.

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Intimations.

HONGKONG RIFLE ASSOCIATION.
PROGRAMME OF THE SIXTH RIFLE
MEETING
TO BE
HELD AT KOWLOON,
ON
FRIDAY, NOVEMBER 10th, 1888,
and
SATURDAY, NOVEMBER 11th, 1888.
AGGREGATE VALUE OF PRIZES.

Competitions open to all comers.
1. ALL COMERS.—1st Stage, distance 200 yards. 2nd Stage, distance 300 yards. No. of shots, seven at each. Entrance fee, 30 cents at each. Unlimited entries, but competitors not allowed to take more than one prize at each distance. 20 prizes, presented by the Association; aggregate value, \$122.00.
2. ANY RIFLE.—Distance, 600 yards. No. of shots, ten. Entrance fee, \$1.00. Two prizes.
3. ASSOCIATION.—FOR ANY RIFLE.—Distance, 300 yards. No. of shots, ten. Entrance fee, \$1.00. Two prizes.
4. GARDEN PRIZE.—Presented.—Open to pupils of Hongkong Public Schools under 16 years of age. Rifle, Rook Rifle under 40 Cal. Distance, about 150 yards. No. of Rounds, 7 and one sighting shot. Four prizes.

Competitions open to Members.
5. PRESIDENT'S.—Distance, 300 yards. No. of shots, seven. Entrance fee, \$1.00. Three prizes.
6. QUEEN'S 1st STAGE.—Distance, 200, 500 and 600 yards. No. of shots, seven at each. Entrance fee, \$1.00. Three prizes.
7. QUEEN'S 2nd STAGE.—Distance, 500 and 600 yards. No. of shots, ten at 500 yards, fifteen at 600 yards.
8. QUEEN'S 3rd STAGE.—Distance, 800 and 900 yards. No. of shots, ten at each. Entrance fee, \$1.00. Two prizes.
9. LADIES.—Open to Lady Members or their nominees. Distance, 300 yards. No. of shots, seven. Entrance fee, none. Five prizes.

Aggregates open to all comers.
10. VOLUNTEER AGGREGATE.—Restricted to efficient Volunteers, whose respective scores in the 'All-comers' make up the highest aggregate. Entrance fee, \$1.00. Three prizes.
11. CIVIL SERVICE AGGREGATE.—Restricted to members of the Civil Service whose respective scores in the 'All-comers' make up the highest aggregate. Entrance fee, \$1.00. Three prizes.
12. POLICE AGGREGATE.—Restricted to the members of the Police Force whose respective scores in the 'All-comers' make up the highest aggregate. Entrance fee, \$1.00. Four prizes.
13. ALL-COMERS AGGREGATES.—For competitors whose respective scores in the two stages in the 'All-comers' make up the highest aggregate. Entrance fee, \$1.00. Three prizes.
14. LONG RANGE AGGREGATES.—For competitors whose respective scores in the 'Any Rifle' and 'Association' make up the highest aggregate. Entrance fee, \$1.00. Two prizes.

Aggregates open to Members.
15. FARWELL CUP.—Silver cup presented by the Civilian Members of the Hongkong Rifle Association. Open to the Officers of the Rifle Regt., and to be won by the highest aggregate score made in the 1st Stage Queen's. Entrance fee, none.
16. NUBSLEY AGGREGATE.—Restricted to competitors who have never won a First or Second prize at any previous prize meeting in Hongkong, and whose respective scores at 200 and 500 yards in the Queen's 1st Stage make up the highest aggregate. Entrance fee, \$1.00. Two prizes.
17. HANDICAP AGGREGATE.—For competitors whose respective scores (with monthly challenge cup points added) at 200 and 500 yards in the Queen's First Stage make up the highest aggregate. Entrance fee, \$1.00. Two prizes.
18. QUEEN'S AGGREGATE.—For competitors whose respective scores in the 'Queens three stages' make up the highest aggregate. 1st Stages 200, 500 and 600 yards. 2nd Stages 500 and 600 yards. 3rd Stages 800 and 900 yards. 1st Prize, Silver Cup presented, value \$100. 3 money prizes.
And in connection with the above, 3 Extra Money Prizes for aggregates in 1st, 2nd, and 3rd stages.
Also, A MATCH RIFLE with 300 rounds of ammunition, presented, for the competitor whose scores in 'All-comers', 'President's', and 'First' and 'Second Stages' make up the highest aggregate. Winner of Cup excluded from taking this prize. Entrance fee, \$2.00.
SWEEPSTAKES at Running Man and Vanishing Target. Open to all comers during the meeting. Any Rifle. Points at 200, 500 yards and Sauer. Open to all comers, M.R. Rifle or Carbine.

Conditions etc.
1. To avoid delay, intending competitors are strongly advised to enter and obtain tickets for the various competitions before the date of the meeting. Application to be made to the Hon. Secretary, Hongkong Club.
2. Post entries will be accepted on the ground.
Sights. Paper or sliding wind-gauges on above, are not allowed.
Persons wishing to join the H.R. Association should send their names, with that of proposer and second, to the Hon. Secretary not later than Thursday, noon, 8th November.
Entrance fee \$5.00. Ladies \$1.00.
The above programme subject to alteration. Programmes will be issued in the course of two or three weeks.

A SHELTON HOOPER,
Hon. Secretary,
HONGKONG CLUB.
Hongkong, October 6, 1888. 1682

NOW ON SALE.

INDEX

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Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship OCEANIC will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 17th October, at 1 p.m.
Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.
All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.
First-class Fares granted as follows:—
To San Francisco \$230.00
To San Francisco and return, . . . 350.00
To Liverpool 325.00
To London 330.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage, apply to the Agency of the Company, No. 504, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, October 13, 1888. 1610

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SINGAPORE, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

ON WEDNESDAY, the 17th October, at Noon, the Company's Steamship, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted until 4 p.m., Specie and Parcels until 3 p.m. on the 16th October, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.)
Contents and value of Packages are required.
For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, September 28, 1888. 1617

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANTE, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 28th day of October, 1888, 10 a.m., at the Company's Steamship NECKAR, Capt. H. SURMAN with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 27th October a.c. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.
The Steamer has splendid Accommodation and carries a Doctor and Stewardess.
For further Particulars, apply to
MELOHERS & Co.,
Agents.

Hongkong, October 1, 1888. 1637

BALL PROGRAMME

FOR SALE.

'CHINA MAIL' OFFICE, 2, WYNDHAM STREET.

NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS.

BY ERNEST J. HITE, Ph.D., TUEBINGEN, GERMANY.

REVISED, WITH ADDITIONS.

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LANE, CRAWFORD & Co.

Hongkong, August 20, 1884.

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, PLYMOUTH, AND LONDON.

ALSO, BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship HYDRA, Capt. W. E. THOMSON, with Her Majesty's Mails, will be despatched from this for BOMBAY, on WEDNESDAY, 24th October, at Noon.
Cargo will be received on board until 4 p.m.
Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.
Silk and Valuables for Europe will be transhipped at Colombo; but Tea and General Cargo at Bombay, arriving one week later than by the direct route via Colombo.
For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.
The Contents and Value of Packages are required to be declared prior to shipment.
Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.
Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, October 11, 1888. 1716

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship ALBANY, 2,276 Tons Register, PORTER, Commander, will be despatched for VANCOUVER, B.C., via KOBE and YOKOHAMA, on THURSDAY, the 26th instant, at 3 p.m.
To be followed by the S.S. BATAVIA, on the 31st November, and the S.S. FALMOUTH, on the 13th December.
Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.
First-class Fares granted as follows:—
To Vancouver & Victoria, Mex. \$160.00
To all countries mentioned in the above, and to the United States, . . . 175.00
To Liverpool 230.00
To London 300.00
To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.
Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.
Freight will be received on board until 4 p.m. on the 24th October.
All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.
For information as to Passage or Freight, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, October 6, 1888. 1634

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF RIO DE JANEIRO will be despatched for San Francisco via Yokohama, on SATURDAY, the 27th October, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.
First-class Fares granted as follows:—
To San Francisco \$200.00
To San Francisco and return, . . . 350.00
To Liverpool 325.00
To London 330.00
To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, No. 504, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, October 6, 1888. 1670

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Harbour H.

Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section. From Green Island to the Gas Works. 2. From Gas Works to Jardine's Wharf. 3. From Jardine's Wharf to the Harbour Master's Office. 4. From Harbour Master's Office to the P. & O. Co.'s Office. 5. From P. & O. Co.'s Office to Peddar's Wharf. 6. From Peddar's Wharf to the Naval Yard.

Section. 7. From Naval Yard to Blue Buildings. 8. From Blue Buildings to East Point. 9. From East Point to North Point. 10. Kowloon Wharves. 11. Jardine's Wharf.

Vessel's Name.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers						
Activ	2 h	356	Oct. 16	Arnold, Karberg & Co.	Hoihow, &c.	To-morrow
Albany	5 h	2608	Oct. 16	Adams, Bell & Co.	Singapore	19th inst.
Albatross	5 h	1340	Oct. 16	Order		
Ararat	5 h	1392	Oct. 16	14 Davidson, Sons & Co.	Marseilles, &c.	To-morrow
Araucario	5 h	2076	Oct. 16	16 Messageries Maritimes		
Ava	5 h	1119	Oct. 16	16 Gibbs, Livingston & Co.		
Benary	3 h	1091	Oct. 16	16 Chinese		
China	3 h	3584	Oct. 16	16 M. S. N. Co.	Amoy & Manila	To-morrow
Dalila	5 h	338	Oct. 16	16 Yuen Fat Hong	Singapore & Bangkok	18th inst.
Davao	5 h	988	Oct. 16	16 Molchers & Co.		
Falkenberg	5 h	900	Oct. 16	16 Jardine, Matheson & Co.		
Frigate	5 h	1400	Oct. 16	16 Siemens & Co.	Hamburg	21st inst.
Ghazee	5 h	1764	Oct. 16	16 Jardine, Matheson & Co.	Coast Ports	To-morrow
Hailong	5 h	783	Oct. 16	16 Douglas Steamship Co.		
Haiphong	5 h	1282	Oct. 16	16 Douglas Steamship Co.	Singapore & Bombay	19th inst.
Harbin	5 h	1571	Oct. 16	16 P. & O. S. N. Co.		
Imbarby	5 h	704	Oct. 16	16 R. Martz		
Mario	5 h	825	Oct. 16	16 Butterfield & Swire	San Francisco	To-morrow
Memnon	5 h	3808	Oct. 16	16 O. & S. S. Co.		
Oceanic	5 h	234	Oct. 16	16 H. K. & W. Dock Co.		
Phu Quoc	5 h	315	Oct. 16	16 Chinese		
Pilot Fish	5 h	1530	Oct. 16	16 Takasima Colliery	K'loon Dock	
Soochow	5 h	406	Oct. 16	16 Chinese		
Victoria	5 h	1107	Oct. 16	16 Tung Kee & Co.		
Vigra	5 h					
Wyvern	5 h					
Sailing Vessels						
Adolph	5 k	887	Aug. 5	Order		
Carrier Dove	4 c	1026	Oct. 7	2 Captain		
Dione	10	767	Oct. 2	2 Order		
Figaro	3 k	1007	Oct. 6	6 Melchers & Co.		
Focchow	3 c	300	Oct. 11	1 Order		
Fortune	3 c	300	Oct. 11	1 Order		
Gov. Goodwin	3 c	1439	Sept. 28	2 Chinese		
Guest Admiral	3 c	1439	Sept. 28	2 Chinese		
Hattie E. Topley	3 k	917	Sept. 6	6 Gibbs, Livingston & Co.	Sandakan	
Hoi Cheong	2 h	325	Sept. 4	4 Chinese		
Honolulu	5 h	1519	Oct. 2	2 Melchers & Co.		
Ion	5 c	942	Oct. 2	2 Melchers & Co.		
John McLeod	3 c	1503	Sept. 28	2 Siemens & Co.		
John M. Blake	3 c	1778	Oct. 2	2 Order		
Leading Wind	5 h	1159	Oct. 9	9 Russell & Co.		
Lucia	3 c	640	Aug. 5	5 Carlowitz & Co.		
Mary L. Stone	3 c	1420	Oct. 12	12 Fustat & Co.		
Monrovia	3 c	1429	Sept. 10	10 Siemens & Co.		
Naupactus	3 c	1239	Oct. 4	4 Order		
P. N. Blanchard	3 c	1503	Sept. 28	2 Siemens & Co.		
Young Siam	5 k	750	June 17	17 Chinese	Breaking up	

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Alacrity	despatch-vessel	1700	4	3180	Com. R. Blair Macdonochie	Hakodate
Andacious	twinscrew battle-ship	6010	10	4830	Capt. John B. Warren	Singapore
Coelocaster	gunboat 2nd class	465	4	470	Lieut.-Com. Ed. E. Maxwell	Shanghai
Constance	cruiser 3rd class	2380	12	2590	Capt. L. O. Koppol	Hakodate
Cordelia	cruiser 3rd class	2380	10	2420	Captain Henry H. Boys	Hakodate
Sek	gunboat 2nd class	465	4	470		Canton
Sagor	gunboat 2nd class	465	4	470	Lieut.-Com. Reginald Y. Smith	Manila
Flotbrand	cruiser 3rd class	1420	8	1130	Captain Chas. J. Balfour	Hakodate
Impetuous	twinscrew battle-ship	8400	10	10000	Command William H. May	Hakodate
Leander	cruiser 2nd class	4300	10	5500	Captain M. J. Dunlop	Hakodate
Linnat	gun-vehicle 2nd class	755	6	1050	Commander W. Marwick	Hakodate
Merlin	gunboat 2nd class	450	4	450	Lieut.-Com. W. M. Maturing	Hakodate
Morona	gunboat 2nd class	1129	10	1123	Commander J. H. Martin	Hakodate
Porpoise	cruiser	1730	3	340	Commander R. W. White	Shanghai
Rambler	surveying vessel	830	3	690	Commander W. U. Moore	Nagasaki
Rattler	gunboat 1st class	715	6	1200	Lieut.-Com. W. Mail, Dongell	Hakodate
Sapphire	cruiser 3rd class	1970	12	2360	Captain W. C. Karlake	Hakodate
Satellite	cruiser 3rd class	1420	8	1400	Captain T. P. W. Nesham	Hakodate
Solent	torpedo mining launch	150	5	—		Hongkong
Swift	gun-vessel 2nd class	755	6	1010	Com. Richard Bingham	Hakodate
Torpedo Boat No. 35	—	95	—	—	Lieut.-Com. A. D. Darnhill	Hongkong
Torpedo Boat No. 36	—	95	—	—	Lieut.-Com. Webber	Hongkong
Victor Eumand	rooftering ship	5167	14	—	Commander Maxwell, A.D.C.	Hakodate
Wanderer	sloop	825	4	750	Commander McArthur	Hakodate
Wyvern	coast-defence ship, armoured	2750	4	1450		Hongkong

* Flagship of Vice-Admiral Sir Nowell Salmon, K.C.B., V.C., Commander-in-Chief.

H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Abtao	Chilian gunboat	1015	—	—	Captain Fernandez	Amoy
Alcort	Russian gunboat	800	—	—	Captain Parenege	Nagasaki
Aragon	Spanish cruiser	1908	—	—	Captain D. E. Zalunga	Manila
Aspic	French gunboat	470	4	450	Commander Malaprot	Shanghai
Aurora	Austro-Hungarian cruiser	1450	—	—	Captain Franz Muller	Whampoa
Bismarck	German cruiser	2800	—	—	Captain Schmidt	Singapore
Bab	Russian cruiser	1100	—	—	Captain Menschicoff	Nagasaki
Brooklyn	U. S. frigate	3900	14	1200	Flagship of Admiral Chandler	Nagasaki
Comite	French gunboat	475	4	400	Lieut. Commander Martel	Quinhon
Dmitry Donaskoy	Russian frigate	6000	—	—	Capt. N. Strydioff	Nagasaki
Essex	U. S. corvette	1375	6	300	Commander Jewell	Kobe
Fasana	Austro-Hungarian frigate	1200	—	—	Capt. E. Von Jellgemuth	Hongkong
India	Portuguese transport	1200	—	—	Commander Maceo	Macao
Illis	German transport	489	—	—	Captain Eickstedt	Cheomipo
Juniata	U. S. cruiser	1900	—	—	Lieut. Com. Wises	Singapore
Latin	French gunboat	465	4	425	Captain Neny	Touron
Manila	Spanish gunboat	—	—	—	Capt. J. M. Padriann	Manila
Marion	U. S. corvette	1900	7	1170	Commander Morrill Miller	Yokohama
Monocacy	U. S. sloop	1370	6	1470	Commander H. Glas	Yokohama
Mord	Russian gunboat	455	7	50	Commander Melissoff	Corea
Neydink	Russian cruiser	1350	9	250	Captain Zarine	Nagasaki
Omaha	U. S. corvette	2400	12	1150	Capt. McNair	Shanghai
Palos	U. S. gunboat	420	6	500	Lieut. Com. Craig	Kobe
Parseval	French gunboat	—	—	—	Captain M. Foret	Yokohama
Pluvier	French gunboat	540	—	420	Lieut. Commander Fourrest	On a cruise
Prinsauguet	French cruiser	2200	15	2270	Captain Veron	Japan
Rio Lima	Portuguese gunboat	540	—	—	Captain J. R. Santa Barbara	Hongkong
Sivotch	Russian cruiser	900	1	1000	Commander Stottifer	Guangzhou
Sobol	Russian gunboat	455	7	80	Commander Boyle	Japan
Sophie	German cruiser	2100	—	—	Captain Kohlhauser	Singapore
Turenne	French frigate	5800	12	4250	—	Japan
Vostnik	Russian corvette	1350	—	—	Captain Lang	Nagasaki
Vipere	French gunboat	480	4	425	—	Yokohama
Vidaz	Russian corvette	2350	12	—	—	Amoy
Vostok	Russian gunboat	—	—	—	Commander Melchionaty	Whampoa
Wolf	German gunboat	374	6	340	Captain Credner	Shanghai
Zilveren Kruis	Dutch corvette	3310	7	345	Captain Toeske	On a cruise